

The Intelligencer.

Office 25 & 27 Fourth Street.

FREW & CAMPBELL.

PUBLISHED AND PROPRIETOR.

SATURDAY, AUGUST 14, 1875.

Hog and Pork Market.

In some remarks upon this subject about a year ago, the INTELLIGENCER expressed the opinion that high prices would prevail for the then coming season, as the indications at that writing were that the crop of hogs would be marketed at from 5 to 6 cents per pound gross. The result has shown that our expectations were not even high enough. The season opened at 6 cents and closed at 7 1/2, the average at large packing points such as Chicago and Cincinnati having reached about 7 cents, at against 4 1/2 cents the year before.

The business throughout the year has been very unsatisfactory to the dealer and not less so to the consumer. The very high prices paid for live hogs was under the belief that the cry of short pork would prove true. The vehement assertions of the granger that "there were no hogs left in the country," caused the run on many as unfortunate speculator who put too much faith in such extreme news.

The total packing of the western states for the season of 1874 and 1875 was 5,537,124 for the season of 1873 and 1874 it was 5,283,816, showing an increase in packing of 153,314, which proves that the popular cry and generally received statement may be very far from the truth. Timid people might take courage from the above facts, and rest assured that in this great country of ours there will always be some hog and hams left even under the most unfavorable circumstances.

When the crop was finally marketed and packers were loaded at the high prices, the buying public both at home and abroad felt that it was master of the situation, and hoped with a little patient holding off in buyers to see prices decline to a very low point. Such, however, was not the result. The market continued sluggish. Packers held on tenaciously. In the language of a prominent Cincinnati operator, "they told their arms, as on their staff, and waited." By this stubborn policy, assisted by an easy money market, and what is probably the largest capital relatively than in any other branch of business, they have managed to resist any serious decline, and though there have been advances from time to time the general result has been a loss on the part of the packer. At present there is no more animation in the trade because the months of August and September bring the largest consumptive demand, but the advance does not more than cover the expenses of carrying stocks and will not invite speculation.

The shipments to foreign ports have fallen off to the extent of 115,000,000 pounds, as compared with last year at this date. It might be inferred from this fact that the stocks in this country would be increased to that extent, but the summer packing, which has become a most important element in the calculation, shows that from the 1st of March (which is the close of the winter packing) until July 15th, the receipts of hogs at summer packing points were 2,124,000, and at present in 1874, 2,271,000, or a decrease of nearly 600,000 head, which is equivalent in net pounds to the falling off in foreign shipments.

Undoubtedly the depressed condition of the manufacturing, mining and other interests, whereby a large working population is deprived of profitable employment, has largely reduced home consumption, and stocks of meats are much larger than at this time last year. Careful estimates place the excess at 100,000,000 of pounds, or an extra supply for two months, unless lower prices invite consumption and shipments.

The effect of this must be to defer the opening of the packing season, and should induce a more prudent movement than was manifested last season. What the number of stock hogs is in the country must be problematical, as the sources from which our information is derived have not been of the most reliable character heretofore. The reports gathered from the various State authorities show an increase generally, and prices have been sufficiently high to stimulate the feeders to supply themselves with ample stock. The corn crop after all allowances for rains and floods, promises to be an average one, and this largely controls the price of hogs. Under all the circumstances, we do not expect low prices, but would regret, in the general interest, to encourage the hope of such figures as were paid last fall, and cannot see any reason why we should. From 5 to 5 1/2 cents would be a good paying price to the feeder, and afford the packer a margin for a safe investment and reasonable profit.

What the country needs is not high prices, with fluctuations and speculations, but a regular and healthy business in all departments of industry. Our manufacturing interests, which have been unduly stimulated by combined influences of legislation, credit and paper money, in their present condition are suffering the natural consequences, and time will be required for them to revive. In the meantime the relief to the trade of the country must come from our great agricultural resources, and upon none can we more confidently rely for prompt and profitable returns than the provision business, which is yearly increasing and is capable of almost unlimited expansion.

OUR WELLSBURG LETTER.

WELLSBURG, August 13, 1875.

Editors Intelligencer:

We are just now under the pressure of the hard times. People are complaining that the like was never experienced before. No work and not of money is the cry all around, but still we live and enjoy that which is better than riches, a healthy community. All of the old maxims that suit the times are being brought out, and have been repeated so often that we have adopted them as part and parcel of our daily life. "It is a long lane that has no crooked partners," "It is always the darkest just before day," "One extreme follows another," "A better day is coming," are hopeful and comforting to a fellow who is short of government bonds and greenbacks.

We are determined to fight the dull times out if it takes this summer and the centennial too. You know our reputation for tenacity. When we get dead set on anything we stick to it until success is

inscribed on our banners. Witness our desire for a railroad. For twenty years past we have worked for it, and now we have it, minus rails, and still talk it up, commencing ourselves to fire thousands that before long the locomotive will be rattling along Yankee street at the limited speed prescribed by the town fathers. It has been predicted that if the road is put in operation, that in less than five years our population will increase from thirty thousand to five thousand. We have a good opinion of our town and country, and it is our boast that for two hundred miles around, Wheeling being the center, is the "Hub" of West Virginia, there is no better country for all purposes on the globe.

Our enterprising fellow citizen, H. G. Lantz, has laid out a portion of the Cox farm, one mile north of here, into town lots, which he will soon offer at public sale. Lancaster is the name, so there will be no fighting over the choice of names. Success to the contemplated new town.

It was announced that the Conference of the M. P. Church would be held here in September. The latest advice is that it will be converted to the choice of the town, owing to the inability of the Wellsburg brethren to provide lodgings for the ministry.

Camp meetings commenced on Wednesday next. If the following Sunday should be fair, we expect to see quite a stir hereabouts, as everybody that possibly can go to camp meeting on Sunday.

County Court was in session from Monday till Thursday. The usual amount of business was transacted. The clerk of the court is putting on the roof, which is of tin. The ground floor is divided into five spacious store rooms, which have all been rented. When occupied there will be a surplus of business rooms, as the old ones will be left if anything does not turn up so that they can be used.

Dogs are not so plenty here as in years past. The code of Wellsburg says from \$1 to \$5 per head shall be levied yearly on each "Canine" and "Feline" failure to hand over the tax causes the worthless cur to suffer death.

An organ grinder with the monkey attachment put in an appearance one day this week. He made things lively for Young America for a while if the pennies did not fall at his feet and fast.

Wood is coming in more freely. Roasting ears and potatoes plenty. Tomatoes ripening slowly, supply not equal to the demand. Patiently waiting for the good time coming. Yours truly, A.

MANNERS ON THE RAIL.

Giving a Brakeman a Lesson on Style.

The first man was a railroad brakeman who had been celebrating his grand birthday on his birthday. "You run on the cars, eh?" asked the "court." "Yes, sir." "And you belong to that class of men who open the door as the train stops at Pontiac and yell out 'Up-track' at the passengers?" "The man was silent."

"It makes my bones boil when I think of how I've been used on these railroads," continued the lawyer. "The seats are locked, the water closet empty, the window won't stay up, and every few minutes you open the door and cry out 'Jaw-ken' for Jackson, or 'Kl-a-zoo' for Kalamazoo. I believe I'll mark you for six months."

"Please sir," protested the prisoner. "I must strike a blow at the great evil somewhere, and I might as well commence on you."

"Please, sir, I was never here before, and it's my first drive in four years. His honor leaned back and viewed the corner of a blotting pad while he reflected. Finally he said—

"Well, I'll tell you, though I'll be damned for it. Now, sir, after this time to adopt a different style. When the train approaches a station, you want to go through the car like a cat, smile gently, and say in quiet tones, 'Ladies and gentlemen, this train is now in the outskirts of the beautiful city of Ypsilanti, and such of you as desire to go off will please make ready, and may health and prosperity ever attend you.' What an innovation that would be, sir! How the traveling public would rush for your yard! Will you do this, Mr. Wellington?"

The prisoner promised, and was allowed to go.—Detroit Free Press.

Railroad Arrangements for the Centennial.

The Pennsylvania Railroad Company have completed a plan for the arrangement of their tracks at the Centennial grounds. Three tracks will be laid around a circle, and this will be used respectively for arriving and departing trains from New York, Baltimore and Washington. The trains from Jersey City will run directly to the Centennial grounds. They will reach them on the north track, and then switch into the yard. In case of three trains arriving at once, they will run from the main track and be switched, one upon each of three tracks composing one circle, the trains stopping upon the Belmont avenue side in such a way as not to overlap each other. Trains which do not depart immediately after their arrival will go around the circle and be backed upon some of the 14 sidings which will be built just north of the main tracks. There will be over seven miles of tracks in this yard. Regarding the number of passengers for whose transportation provision must be made, there can be only conjecture. The Centennial Commissioners have named 5,000 daily from the New York division of the road. It is calculated that a train can be unloaded at this rate every three minutes. Trains of 15 to 20 cars can be run with one engine on the New York division; of about 12 cars on the Western division; and probably from 20 to 25 cars from the South.

STEEL RAILS.—During the present year the Pennsylvania Railroad Company has purchased and laid down on the various divisions, over 20,000 tons of steel rails. The main track between Pittsburgh and Philadelphia, is now laid entirely with steel, and the New York division will have no iron rails by next April. The company first commenced laying these rails in 1860, and every year's experience demonstrates their economy. The immense traffic which now comes over this road makes the life of an iron-rail a short one, and in certain localities it would be worthless in less than six months.

Experience has shown that a modification of the usual form of the T rail would make it more serviceable, and within the past year all the rails rolled for the Company have been rolled with wider flanges and thicker head, without increasing the standard weight of the rail, 67 pounds to the yard, the material being taken from the shank or upright section. The form of the shank has been changed, the section representing the flange of a cone, instead of being elliptical. This is the form the head always assumes after use, the flange of the wheel wearing off the bulge of the elliptical head. The flange has been widened, which will prevent the rail, to some extent, from cutting into the ties, which suffer more from this than from decay.

The present amount of traffic over the road would make it almost impracticable to renew the track with iron rails as often as they would wear out, as from the great number of trains there would be no opportunity. The 20,000 tons of steel rails purchased will lay 207 miles of single track, and it is the intention to renew all the main track with steel rails. The work will be made of iron. The first cost of steel, as compared with iron, is now about 50 per cent greater.

This is the way the noble Briton strikes Down Fiat: One mark of him on the street is a certain lack of delicacy in the legs. His trousers are ill-fitting baggy in the seat, the knees tell us where Shakespeare got that idea of the "pregnant hump." This arrangement enables him to kneel in the presence of a lord—not the Lord, but that other worship of the same name—many times a day without endangering his neither wearing apparel. His feet are encased in heavy walking-shoes, admirably adapted to kicking his inferiors if he have any. On his manly breast he wears a delicate boquet, and carries a cane as Jack Chandler carried his, more for show than walking purpose. He has a brick-jog-top in getting over the ground, that being the style introduced by His Highness the Prince of Wales, and practiced by all the nobility and gentry. He is a good fellow in the main, with much of his climate in him. He has fog on the brain, fog in his throat, and fog in his toes, which he calls fog.

The Down-Hill Side.

On the down-hill side of life the constitution is best with individuals for which it is not common. In the best of the constitution, investigation is the most reliable means of restoring health, and is particularly necessary at a period of life when the decay of the physical organism and the system less than formerly to resist its attacks. The cheering watch of this price time stimulant descends through the chilled veins, the untamed emotions which give to the suffering soul the prompt relief which it affords from those malaises which are most common in the decline of life, constitute an inestimable blessing to the old and infirm. As the medical science of the century of the most military medicine of which its progress is the result, many are rescued from persons of advanced age, who speak with unmeasured praise of its qualities as an invigorant and preservative. coday

TRAVELER'S GUIDE.

ARRIVAL OF TRAINS.	DEPARTURE OF TRAINS.
B. & O. R. R. 7:45 a.m. 1:00 p.m.	B. & O. R. R. 8:00 a.m. 3:30 p.m.
Central O. Div. 7:50 a.m. 1:05 p.m.	Central O. Div. 8:10 a.m. 3:40 p.m.
Central O. Div. 7:55 a.m. 1:10 p.m.	Central O. Div. 8:15 a.m. 3:45 p.m.
Central O. Div. 8:00 a.m. 1:15 p.m.	Central O. Div. 8:20 a.m. 3:50 p.m.
Central O. Div. 8:05 a.m. 1:20 p.m.	Central O. Div. 8:25 a.m. 3:55 p.m.
Central O. Div. 8:10 a.m. 1:25 p.m.	Central O. Div. 8:30 a.m. 4:00 p.m.
Central O. Div. 8:15 a.m. 1:30 p.m.	Central O. Div. 8:35 a.m. 4:05 p.m.
Central O. Div. 8:20 a.m. 1:35 p.m.	Central O. Div. 8:40 a.m. 4:10 p.m.
Central O. Div. 8:25 a.m. 1:40 p.m.	Central O. Div. 8:45 a.m. 4:15 p.m.
Central O. Div. 8:30 a.m. 1:45 p.m.	Central O. Div. 8:50 a.m. 4:20 p.m.
Central O. Div. 8:35 a.m. 1:50 p.m.	Central O. Div. 8:55 a.m. 4:25 p.m.
Central O. Div. 8:40 a.m. 1:55 p.m.	Central O. Div. 9:00 a.m. 4:30 p.m.
Central O. Div. 8:45 a.m. 2:00 p.m.	Central O. Div. 9:05 a.m. 4:35 p.m.
Central O. Div. 8:50 a.m. 2:05 p.m.	Central O. Div. 9:10 a.m. 4:40 p.m.
Central O. Div. 8:55 a.m. 2:10 p.m.	Central O. Div. 9:15 a.m. 4:45 p.m.
Central O. Div. 9:00 a.m. 2:15 p.m.	Central O. Div. 9:20 a.m. 4:50 p.m.
Central O. Div. 9:05 a.m. 2:20 p.m.	Central O. Div. 9:25 a.m. 4:55 p.m.
Central O. Div. 9:10 a.m. 2:25 p.m.	Central O. Div. 9:30 a.m. 5:00 p.m.
Central O. Div. 9:15 a.m. 2:30 p.m.	Central O. Div. 9:35 a.m. 5:05 p.m.
Central O. Div. 9:20 a.m. 2:35 p.m.	Central O. Div. 9:40 a.m. 5:10 p.m.
Central O. Div. 9:25 a.m. 2:40 p.m.	Central O. Div. 9:45 a.m. 5:15 p.m.
Central O. Div. 9:30 a.m. 2:45 p.m.	Central O. Div. 9:50 a.m. 5:20 p.m.
Central O. Div. 9:35 a.m. 2:50 p.m.	Central O. Div. 9:55 a.m. 5:25 p.m.
Central O. Div. 9:40 a.m. 2:55 p.m.	Central O. Div. 10:00 a.m. 5:30 p.m.
Central O. Div. 9:45 a.m. 3:00 p.m.	Central O. Div. 10:05 a.m. 5:35 p.m.
Central O. Div. 9:50 a.m. 3:05 p.m.	Central O. Div. 10:10 a.m. 5:40 p.m.
Central O. Div. 9:55 a.m. 3:10 p.m.	Central O. Div. 10:15 a.m. 5:45 p.m.
Central O. Div. 10:00 a.m. 3:15 p.m.	Central O. Div. 10:20 a.m. 5:50 p.m.
Central O. Div. 10:05 a.m. 3:20 p.m.	Central O. Div. 10:25 a.m. 5:55 p.m.
Central O. Div. 10:10 a.m. 3:25 p.m.	Central O. Div. 10:30 a.m. 6:00 p.m.
Central O. Div. 10:15 a.m. 3:30 p.m.	Central O. Div. 10:35 a.m. 6:05 p.m.
Central O. Div. 10:20 a.m. 3:35 p.m.	Central O. Div. 10:40 a.m. 6:10 p.m.
Central O. Div. 10:25 a.m. 3:40 p.m.	Central O. Div. 10:45 a.m. 6:15 p.m.
Central O. Div. 10:30 a.m. 3:45 p.m.	Central O. Div. 10:50 a.m. 6:20 p.m.
Central O. Div. 10:35 a.m. 3:50 p.m.	Central O. Div. 10:55 a.m. 6:25 p.m.
Central O. Div. 10:40 a.m. 3:55 p.m.	Central O. Div. 11:00 a.m. 6:30 p.m.
Central O. Div. 10:45 a.m. 4:00 p.m.	Central O. Div. 11:05 a.m. 6:35 p.m.
Central O. Div. 10:50 a.m. 4:05 p.m.	Central O. Div. 11:10 a.m. 6:40 p.m.
Central O. Div. 10:55 a.m. 4:10 p.m.	Central O. Div. 11:15 a.m. 6:45 p.m.
Central O. Div. 11:00 a.m. 4:15 p.m.	Central O. Div. 11:20 a.m. 6:50 p.m.
Central O. Div. 11:05 a.m. 4:20 p.m.	Central O. Div. 11:25 a.m. 6:55 p.m.
Central O. Div. 11:10 a.m. 4:25 p.m.	Central O. Div. 11:30 a.m. 7:00 p.m.
Central O. Div. 11:15 a.m. 4:30 p.m.	Central O. Div. 11:35 a.m. 7:05 p.m.
Central O. Div. 11:20 a.m. 4:35 p.m.	Central O. Div. 11:40 a.m. 7:10 p.m.
Central O. Div. 11:25 a.m. 4:40 p.m.	Central O. Div. 11:45 a.m. 7:15 p.m.
Central O. Div. 11:30 a.m. 4:45 p.m.	Central O. Div. 11:50 a.m. 7:20 p.m.
Central O. Div. 11:35 a.m. 4:50 p.m.	Central O. Div. 11:55 a.m. 7:25 p.m.
Central O. Div. 11:40 a.m. 4:55 p.m.	Central O. Div. 12:00 a.m. 7:30 p.m.
Central O. Div. 11:45 a.m. 5:00 p.m.	Central O. Div. 12:05 a.m. 7:35 p.m.
Central O. Div. 11:50 a.m. 5:05 p.m.	Central O. Div. 12:10 a.m. 7:40 p.m.
Central O. Div. 11:55 a.m. 5:10 p.m.	Central O. Div. 12:15 a.m. 7:45 p.m.
Central O. Div. 12:00 a.m. 5:15 p.m.	Central O. Div. 12:20 a.m. 7:50 p.m.
Central O. Div. 12:05 a.m. 5:20 p.m.	Central O. Div. 12:25 a.m. 7:55 p.m.
Central O. Div. 12:10 a.m. 5:25 p.m.	Central O. Div. 12:30 a.m. 8:00 p.m.
Central O. Div. 12:15 a.m. 5:30 p.m.	Central O. Div. 12:35 a.m. 8:05 p.m.
Central O. Div. 12:20 a.m. 5:35 p.m.	Central O. Div. 12:40 a.m. 8:10 p.m.
Central O. Div. 12:25 a.m. 5:40 p.m.	Central O. Div. 12:45 a.m. 8:15 p.m.
Central O. Div. 12:30 a.m. 5:45 p.m.	Central O. Div. 12:50 a.m. 8:20 p.m.
Central O. Div. 12:35 a.m. 5:50 p.m.	Central O. Div. 12:55 a.m. 8:25 p.m.
Central O. Div. 12:40 a.m. 5:55 p.m.	Central O. Div. 1:00 a.m. 8:30 p.m.
Central O. Div. 12:45 a.m. 6:00 p.m.	Central O. Div. 1:05 a.m. 8:35 p.m.
Central O. Div. 12:50 a.m. 6:05 p.m.	Central O. Div. 1:10 a.m. 8:40 p.m.
Central O. Div. 12:55 a.m. 6:10 p.m.	Central O. Div. 1:15 a.m. 8:45 p.m.
Central O. Div. 1:00 a.m. 6:15 p.m.	Central O. Div. 1:20 a.m. 8:50 p.m.
Central O. Div. 1:05 a.m. 6:20 p.m.	Central O. Div. 1:25 a.m. 8:55 p.m.
Central O. Div. 1:10 a.m. 6:25 p.m.	Central O. Div. 1:30 a.m. 9:00 p.m.
Central O. Div. 1:15 a.m. 6:30 p.m.	Central O. Div. 1:35 a.m. 9:05 p.m.
Central O. Div. 1:20 a.m. 6:35 p.m.	Central O. Div. 1:40 a.m. 9:10 p.m.
Central O. Div. 1:25 a.m. 6:40 p.m.	Central O. Div. 1:45 a.m. 9:15 p.m.
Central O. Div. 1:30 a.m. 6:45 p.m.	Central O. Div. 1:50 a.m. 9:20 p.m.
Central O. Div. 1:35 a.m. 6:50 p.m.	Central O. Div. 1:55 a.m. 9:25 p.m.
Central O. Div. 1:40 a.m. 6:55 p.m.	Central O. Div. 2:00 a.m. 9:30 p.m.
Central O. Div. 1:45 a.m. 7:00 p.m.	Central O. Div. 2:05 a.m. 9:35 p.m.
Central O. Div. 1:50 a.m. 7:05 p.m.	Central O. Div. 2:10 a.m. 9:40 p.m.
Central O. Div. 1:55 a.m. 7:10 p.m.	Central O. Div. 2:15 a.m. 9:45 p.m.
Central O. Div. 2:00 a.m. 7:15 p.m.	Central O. Div. 2:20 a.m. 9:50 p.m.
Central O. Div. 2:05 a.m. 7:20 p.m.	Central O. Div. 2:25 a.m. 9:55 p.m.
Central O. Div. 2:10 a.m. 7:25 p.m.	Central O. Div. 2:30 a.m. 10:00 p.m.
Central O. Div. 2:15 a.m. 7:30 p.m.	Central O. Div. 2:35 a.m. 10:05 p.m.
Central O. Div. 2:20 a.m. 7:35 p.m.	Central O. Div. 2:40 a.m. 10:10 p.m.
Central O. Div. 2:25 a.m. 7:40 p.m.	Central O. Div. 2:45 a.m. 10:15 p.m.
Central O. Div. 2:30 a.m. 7:45 p.m.	Central O. Div. 2:50 a.m. 10:20 p.m.
Central O. Div. 2:35 a.m. 7:50 p.m.	Central O. Div. 2:55 a.m. 10:25 p.m.
Central O. Div. 2:40 a.m. 7:55 p.m.	Central O. Div. 3:00 a.m. 10:30 p.m.
Central O. Div. 2:45 a.m. 8:00 p.m.	Central O. Div. 3:05 a.m. 10:35 p.m.
Central O. Div. 2:50 a.m. 8:05 p.m.	Central O. Div. 3:10 a.m. 10:40 p.m.
Central O. Div. 2:55 a.m. 8:10 p.m.	Central O. Div. 3:15 a.m. 10:45 p.m.
Central O. Div. 3:00 a.m. 8:15 p.m.	Central O. Div. 3:20 a.m. 10:50 p.m.
Central O. Div. 3:05 a.m. 8:20 p.m.	Central O. Div. 3:25 a.m. 10:55 p.m.
Central O. Div. 3:10 a.m. 8:25 p.m.	Central O. Div. 3:30 a.m. 11:00 p.m.
Central O. Div. 3:15 a.m. 8:30 p.m.	Central O. Div. 3:35 a.m. 11:05 p.m.
Central O. Div. 3:20 a.m. 8:35 p.m.	Central O. Div. 3:40 a.m. 11:10 p.m.
Central O. Div. 3:25 a.m. 8:40 p.m.	Central O. Div. 3:45 a.m. 11:15 p.m.
Central O. Div. 3:30 a.m. 8:45 p.m.	Central O. Div. 3:50 a.m. 11:20 p.m.
Central O. Div. 3:35 a.m. 8:50 p.m.	Central O. Div. 3:55 a.m. 11:25 p.m.
Central O. Div. 3:40 a.m. 8:55 p.m.	Central O. Div. 4:00 a.m. 11:30 p.m.
Central O. Div. 3:45 a.m. 9:00 p.m.	Central O. Div. 4:05 a.m. 11:35 p.m.
Central O. Div. 3:50 a.m. 9:05 p.m.	Central O. Div. 4:10 a.m. 11:40 p.m.
Central O. Div. 3:55 a.m. 9:10 p.m.	Central O. Div. 4:15 a.m. 11:45 p.m.
Central O. Div. 4:00 a.m. 9:15 p.m.	Central O. Div. 4:20 a.m. 11:50 p.m.
Central O. Div. 4:05 a.m. 9:20 p.m.	Central O. Div. 4:25 a.m. 11:55 p.m.
Central O. Div. 4:10 a.m. 9:25 p.m.	Central O. Div. 4:30 a.m. 12:00 a.m.
Central O. Div. 4:15 a.m. 9:30 p.m.	Central O. Div. 4:35 a.m. 12:05 a.m.
Central O. Div. 4:20 a.m. 9:35 p.m.	Central O. Div. 4:40 a.m. 12:10 a.m.
Central O. Div. 4:25 a.m. 9:40 p.m.	Central O. Div. 4:45 a.m. 12:15 a.m.
Central O. Div. 4:30 a.m. 9:45 p.m.	Central O. Div. 4:50 a.m. 12:20 a.m.
Central O. Div. 4:35 a.m. 9:50 p.m.	Central O. Div. 4:55 a.m. 12:25 a.m.
Central O. Div. 4:40 a.m. 9:55 p.m.	Central O. Div. 5:00 a.m. 12:30 a.m.
Central O. Div. 4:45 a.m. 10:00 p.m.	Central O. Div. 5:05 a.m. 12:35 a.m.
Central O. Div. 4:50 a.m. 10:05 p.m.	Central O. Div. 5:10 a.m. 12:40 a.m.
Central O. Div. 4:55 a.m. 10:10 p.m.	Central O. Div. 5:15 a.m. 12:45 a.m.
Central O. Div. 5:00 a.m. 10:15 p.m.	Central O. Div. 5:20 a.m. 12:50 a.m.
Central O. Div. 5:05 a.m. 10:20 p.m.	Central O. Div. 5:25 a.m. 12:55 a.m.
Central O. Div. 5:10 a.m. 10:25 p.m.	Central O. Div. 5:30 a.m. 1:00 a.m.
Central O. Div. 5:15 a.m. 10:30 p.m.	Central O. Div. 5:35 a.m. 1:05 a.m.
Central O. Div. 5:20 a.m. 10:35 p.m.	Central O. Div. 5:40 a.m. 1:10 a.m.
Central O. Div. 5:25 a.m. 10:40 p.m.	Central O. Div. 5:45 a.m. 1:15 a.m.
Central O. Div. 5:30 a.m. 10:45 p.m.	Central O. Div. 5:50 a.m. 1:20 a.m.
Central O. Div. 5:35 a.m. 10:50 p.m.	Central O. Div. 5:55 a.m. 1:25 a.m.
Central O. Div. 5:40 a.m. 10:55 p.m.	Central O. Div. 6:00 a.m. 1:30 a.m.
Central O. Div. 5:45 a.m. 11:00 p.m.	Central O. Div. 6:05 a.m. 1:35 a.m.
Central O. Div. 5:50 a.m. 11:05 p.m.	Central O. Div. 6:10 a.m. 1:40 a.m.
Central O. Div. 5:55 a.m. 11:10 p.m.	Central O. Div. 6:15 a.m. 1:45 a.m.
Central O. Div. 6:00 a.m. 11:15 p.m.	Central O. Div. 6:20 a.m. 1:50 a.m.
Central O. Div. 6:05 a.m. 11:20 p.m.	Central O. Div. 6:25 a.m. 1:55 a.m.
Central O. Div. 6:10 a.m. 11:25 p.m.	Central O. Div. 6:30 a.m. 2:00 a.m.
Central O. Div. 6:15 a.m. 11:30 p.m.	Central O. Div. 6:35 a.m. 2:05 a.m.
Central O. Div. 6:20 a.m. 11:35 p.m.	Central O. Div. 6:40 a.m. 2:10 a.m.
Central O. Div. 6:25 a.m. 11:40 p.m.	Central O. Div. 6:45 a.m. 2:15 a.m.
Central O. Div. 6:30 a.m. 11:45 p.m.	Central O. Div. 6:50 a.m. 2:2